General John C. Fremont Explains His Relations with the Road.

Not Responsible for French Misrepresentations.

Condemned in a French Court in Default, but Not Notified.

## THE FRENCH AGENTS THE CULPRITS.

TO THE EDITOR OF THE HERALD: The attention of the public has been vehemently called to proceedings against me now pending in a French Court. This compels me to ask attention some statements, which must necessarily be brief to keep within the space I can properly ask from the newspapers. At the same time it is difficult, with justice to myself, to treat justly in this way the transactions of several years and meet the loose, comprehensive and ignerant charges made against me. I am obliged to say "against me," for the reason that, although there are many others against whom the action is pending, and all of these French citizens, my name was the only one given to the public. These charges are, in fact, that the Memphis, El Paso and Pacific Railad Company represented a fraudulent enterprise, and toat its securities were consequently worthless: that fraudulent misrepresentations were made to effect the sale of these securities in France, and that I, as President of the road, was concerned in and responsible for these transactions. Cable despatches to our newspapers further say that when cited to answer the French Court I failed to appear. In making me the prominent figure on which to throw all the responsibility the articles of accusation style me the President of the road. I was not President of the road until January 1, 1870. These transactions were in the Spring of 1869, and

NO SUMMONS HAS BEEN SENT TO ME to appear before the tribanal. All my knowledge regarding this trial comes from private and wholly unofficial sources.

The accusations now before the Court were published and violently agitated in the Paris newspapers in 1869, immediately following the placing of the company's bonds on the French market, in March. In June I went to Paris, and during the four months I remained there I set out in published letters, pamphlets and newspapers the character and condition of the Memphis and El Paso Company and of its securities, and actions were brought against the newspapers and individuals most active in attacking the company. And again, three years ago, these accusations were brought before the Senate by the Committee on Pacific Railroads with the greatest weight that could be given them. The chairman of the committee, Mr. Howard, of Michigan (republican), was fully on the side of the accusers openly aided by the American Legation at Paris, and it occupied the attention of the Senate for several The question was finally closed on the passage in the Senate of the Texas Pacific Railroad bill (the continuation of the Memphis and El Paso) by a debate which continued three evenings, going tate into the night. The debate was on the direct proposition by Mr. Howard that my name should be struck from the list of corporators in my own measure, upon the ground that the Memphis and El Paso Company, of which I was then President, had injured American credit abroad. MALICIOUS AND UNSUSTAINED CHARGES.

The ground taken in opposition to Mr. Howard was that the charges against me were malicious and unsustained, and that my name should not only remain on the list, but be placed at its head; and on this issue I was sustained by the nearly unanimous vote of the Senate. Following the searching investigation of the session, this unanimous approving vote of the Senate I hold as one of the most valued bonors of my life. These attacks were made in a way I could meet, and they failed whenever they were brought to the test of investigation. They did not prevent the consummation of the Southern Pacific Railroad measures. Congress passed the charter by an almost unanimous vote, notwithstanding the most when railway grants were scrutinized with the time when railway grants were scrutinized with the utmost possible severity, and after every fact connected with this measure had been fully ventilated. Last Fall I learned from private sources that an action was to be brought that an action was to be brought at once before the French criminal courts against certain French citizens who had been engaged for several years, from 1867 to 1869, in negotiating the company's bonds, and that it was intended to involve me in tases proceedings. A friend went for me immediately to Paris to investigate and take whatever steps might be necessary, and who engaged most eminent counsel for the purpose.

and who engaged most eminent counsel for the purpose.

Mr. Allon, the counsel engaged, after inquiry in the proper quarter, ascertained from authority that the case would not be taken up until after the arrival of one of the chief persons complained against, and who was expected to reach Paris in December and who could be interrogated. Mr. Allon was positive in his epinion that no proceedings could be taken against me without due notice, and the case was leit in his care, with the understanding that all notices and information that might concern me should be regularly sent to me. This was in November. On February 7 the Washington letter of a leading New York journal contained a notice conspicuously headed by my name, and given as "reliably informed from the French Legation," to the effect that myself and others had been indicted and were to be tried before a criminal Court; that "General Fremont would be condemned by default to appear," but that the law gave a year in which to re-open the case.

CONDEMNED BY DEFAULT.

This programme has been carried out. I have

demned by default to appear," but that the law gave a year in which to re-open the case.

CONDEMNED BY DEFAULT.

This programme has been carried out. I have not been notified, and I have been condemned by default for failing to appear. But up to this time my counsel in Paris had been unable to obtain any information.

On the 13th February I received from Mr. Allon two telegrams. From the first I learned that I had been cited to appear before the French tribunal on the 26th of the month; the second said the case had been postponed six days, namely—to the 4th of March. But no notification from the Court was sent me, and but for the fact of having engaged counsel I should have been even without information. As quickly as could be prepared i sent to Mr. Allon, to lay before the Court a swern statement of my connection with the Memphis-El Paso Pacific Road, tegether with nearly three hundred letters from the persons engaged in negotiating the bonds. These papers did not reach Paris until the day after the opening of the Court, when I was condemned for non-appearance, as had been previously announced. On the 5th of March I received from Mr. Allon a letter enclosing the first information he had been able to obtain and a synopsis or abridgment of the articles of accusation against me. Mr. Allon, in his letter to me, says:—

The charges (note descention) are very severe, and the whole burden of them is thrown upon you. The preliminary investigation with us is secret, and I have only lost mow been able to get a knowledge of the document. It is impossible not to recognize the gravity of the affair. It begins to preoccupy the public mind. Will you attempt to come to answer the accusation? You have hardly the time to do so. Still I must not conceat from you that your absence will permit all the accused to plead them selves imposent at your expense. All will necess you, and once that you have been condemned by detailt it will, perhaps be difficult to reopen the case upon terms of real impartiality.

If you do so come at the day fixed I will make it known that you were not regularly notified; and, in the event of a judgment by default, I will protest, reserving your ight of opposition.

Mr. Allon, seeing the disadvantage at which I am mich these accusations were at variance with the tenor of my whole life, to bring with me "all the documents, all the facts relative to yourself, to your vorks, to your travels and to your services." I quote this only to shew, the laborious and almost impossible nature of the defence I was suddenly called upon to make in a foreign law court. This letter reached me the day after judgment by detaint had been pronounced against me, as had already been annotaced through the French Legalion would be the ceurse of the Court. My sworn statement and documents and private and official letters sent by me also reached him the day after the default had been taken. There was no opportunity given me for defending necessary steps in this country, were exception, foreigners, and, with one exception, catizens of France. Their ability and integrity were continuously vouched for by the representatives of the French grover meet at New York. Letters strongly to this effect are now in the hands of my counsel at Paris. The plan of this negociation and the execution of it the french grover that he had a provided any liner. Their letters prove that the work of these agents were, without exception, foreigners, and, with one exception, catizens of France. Their ability and integrity were continuously vouched for by the representatives of the French government at New York. Letters strongly to this effect are now in the hands of my counsel at Paris. The plan of this negociation and the execution of it the french grove that it is negociation and the execution of it the treatment work of these agents. Their letters prove that the work of these agents. Their letters prove that the work of these agents.

THE MEMPIRS AND EL PASO. Referee with these plans and required to be left unmodested in their development. As I was informed, the Memphis, El Paso and Pacific Company was the first American company admitted to the

was the first American company admitted to the French market.

The BAIT THE PRENCH TOOK.

The groundwork in the plan of the agents and the inducement presented to the French government for the admission of these bonds to the French market were the stipulation on the part of the company to purchase the rails and engines required in the construction and operation of the road from French manufacturers, thus opening out a new field to the French industry in the Southwastern United States.

road from French manufacturers, thus opening out a new field to the French industry in the South-western United States.

The Memphis and El Paso was not a national road, and was not, therefore, bound to use American iron. This gave it an advantage over other American roads which had their agents in Paris, and secured for it that favor of the imperial government which is now made by the cablegrams one of the accusations against it.

The letters of application to this effect, and giving the basis for the admission requested, were addressed by the agents of the French Ministers, and such as needed the official signature of the company were sent here to be signed. The private letters accompanying these, which are now in the hands of my counsel in Paris, require that "these letters shall be signed without the alteration of a word, and that no ritime shall be lost in asking useless explanations." They complain of the inactivity and delay of the company and threaten actions for heavy damages if their plans should miscarry through these delays.

It is in this connection that I desire distinctly to say that whatever may have been the misrepresentations and mistakes committed in this matter, they originated in Paris and belong there. These misrepresentations and mistakes committed in this matter, they originated in Paris and belong there. These misrepresentations and mistakes were not in any way suggested by me or known to me until after they were made. They lie between the Paris agents and

THE FRENCH HOUSE OF PARACLIS & CO., who bought the company's bonds and placed them

way singested by me or known to me until after they were made. They lie between the Paris agents and

THE FRENCH HOUSE OF PARACLIS & CO.,

Who bought the company's bonds and placed them upon the Paris Exchange. At the time they were so piaced the Memphis and El Paso was a Texas State road, and as such was publicly applying to Congress to be made a national road, with a right of way to the Pacific. The attaching of the word "transcontinental" to the style and title of the company in Paris is among the charges of misrepresentation contained in the proceedings before the Court. This was not the act of the company. It was not placed upon its stock or signs in New York. These all bore the style and title of "Memphis, El Paso and Pacific Railroad Company." Transcontinental was the title adopted for its whole projected line to the Pacific, and placed upon its bills which were before Congress applying for the national charter and title, but used nowhere else. It was an error of the agents, and scarcely could be called, under the plans which had been set before the public, a misrepresentation. It seems rather to have been an explanation. In regard to the money obtained upon the bonds, much the larger part remained in France, and all the material which had been furnished in the execution of the contracts then paid for from it. For that portion which passed through my control, and which was used for the road and in its interest, my accounts have been rendered to the receiver appointed by the Courts of the United States and France. For all that belonged to this plan of building up the Southern Transcontinental line and bringing it to a consummation in the passage of the Texas Pacific Railroad charter in the Senate, a period covering from 1867 to 1870, I am willing to accept my full share of the responsibility. The accusations now under trial in Paris charge that the Memphis and El Paso line is all a chimerical speculation and fraudulent scheme.

"An IMMENSE INTERNATIONAL FRAUD."

ine is all a chimerical speculation and irradulent scheme.

"An immense international fracto."

There is no newspaper reader in the United States who does not know that the line on which the Memphis and El Paso Road is projected is the best in the country, as the result of the examination from the forty-ninth to the thirty-second parallel of latitude, which had been made for the government, shows. The Secretary of War reported this line to Congress in all respects the best for a railroad to the Pacific, it will hereafter prove to be the really practical and true commercial route. The Memphis, El Paso and Pacific Company, endowed with the right to 8,000,000 acres of land by Texas, had applied to Congress for a national charter, with every reason to expect the success by Texas, had applied to Congress the success charter, with every reason to expect the success charter, with every reason to expect the success which it afterwards completely realized. The plans had been communicated to its agents and laid before the public here and abroad. In carrying out these plans and at the very time these attacks were made upon it it had acquired the stock control of the Memphis and Little Rock Railroad were made upon it it had acquired the stock control of the Memphis and Little Rock Railroad—a nearly completed road—the franchises of the Arizona Company and the franchises of the San Diego and Gila Company, with the right to 9,000 acres of land in the port of San Diego. This left only a break of 150 miles between the Mississippi and San Diego, and of the material contracted for in France some seven thousand tons of rails and ten engines had already arrived at New Orleans, and on the road track laying had sirendy begun. The State of Texas had had passed the Transcontinental charter, afterwards adding a large land grant, and the road was applying to Congress for the national charter, to consolidate its plans, when it met its first serious opposition in the reproduction in the Senate of these attacks from French sources, so that it is absolutely untrue to say that the projected Seuthern Pacific Railroad as based upon the Memphis and El Paso was speculative and unsubstantial. It eccupied the best line for trade between the occans, having for its ports the whole scaboard from New Orleans north, and was in the most favorable conditions and promised to be a splendid success, advantageous to the United States in the extension of its commerce, and to France in opening out the Southwest and West to French industry.

THE SECURITIES ISSUED IN FRANCE were those of the Memphis and El Paso proper, and they showed what they were upon their face, and they showed what they were upon their face, and they showed what they were upon their face, and they showed on its securifies, and this work had all been in progress openly before the public for several years, and was so carried on in the confident behelf of its entire success, and no misrepresentations of its character were made on this side. In my communications to the French Minister of Ecceter Affairs as in sail others.

sentations of its character were made on this side. In my communications to the French Minister of Foreign Affairs, as in all others, its character and resources were distinctly set out, as they were all the printed pauphlets containing its charter and franchises and the laws of Texas and reports in regard to it which were sent abroad. There was no room for mistakes except through an ignerance in the French public inconceivable on this side of the water. All that was then stated is true, and all that was claimed for the road is fast being realized.

all that was claimed for the road is fast being realized.

SILENT, ACTIVE AND MALIGNANT HOSTILITY.

Owing to the clamors from these French sources, the road had to pass from my hands, but M. Allou has the written statement from my counsel here that the protection of the bondholders was my constant care. As already stated, it has been always intended to absorb the Memphis El Paso in the Southern Pacific road now under construction. In this way the bonds would be fully provided for. Having in these attacks been made the impersonation of mistakes and errors that were not mine, and my proofs to the contrary shut off, I am compelled to speak in a personal way. Following these transactions and drawing its support out of them there has been directed against me a silent but active and malignant hostility which has forced me to relinquish into the hands of others the profits and results of years of well-planned labor, entailing upon me heavy losses and thwarting and embarrassing all my undertakings.

DECOMMENT PURCLANDES

A number of burglaries have recently been committed in East Brooklyn, and the police have been on the lookout for the thieves. At two o'clock yesterday morning a fellow was captured at the resi dence of Mr. Wilson, at the corner of Halsey street and Marcy avenue, whom the authorities suspect of having plied his nefarious business to a considerable extent. He is a man of about thirty-five years of age, five feet ten inches in height, of strong, why build and dark complexion. His arrest was effected by private watcaman Buchanan, who tracked him from Fulton street to Mr. Wilson's residence, where he disappeared. The watchman stood close by the window and waited until the thief reappeared, when he seized and threatened to shoot him if he made any resistance. The burglar was surprised, and quietly accompanied his captor to the Ninth precinct station house. When questioned as to his name and business he refused at first to make any reply, but finally he stated that his name was Edward Hannon and his business was that of an engineer. He was taken before the Chief of Police and questioned as to his identity, but he was very reficent. All the Chief could get out of him was that he had just come from Philadelphia. He refused to give his piace of residence. The police subsequently ascertained that he resided with his sister, Jane Wilkie, 24 St. Andrew's pizce, and, on searching the house thoroughly, found a large amount of sliver ware and other property, which is believed to be the proceeds of burglaries. The value of the property taken possession of is over one thousand dollars. The prisoner was taken before Justice Maben and sont to juil to await trial. and Marcy avenue, whom the authorities suspect

THE NEW STATE CAPITOL.

Selfishness of a Legislator Toward the Vienna Exposition.

Why the Senate Would Not Send the Model of the Capitol to the World's Show.

A Description of the New Capitol-An Expected Change in the Commission-Cost of the New Structure-The Appropriation.

ALBANY, March 14, 1873.

There is just now a friendly little struggle going on between certain parties hereabouts over the model of the new Capitol, which is at present exa resolution was introduced in the Assembly some time ago, by request of a number of architects in New York, asking the Legislature to allow the model to be taken to Vienna, there to be exhibited as

ONE OF THE GREAT AMERICAN CURIOSITIES. The Assembly promptly passed the resolution, but when the Senate got hold of it, to the surprise of everybody, it retused, by a majority of one vote, to let the great and good Austrians have the pleasure of controlling Albany's glory even for a brief month or two. The reasons given by the flery Madden for his opposition to taking the model away are peculiar and quite Uister-countyish. He is a great ad-mirer of art, is Madden, and is said to spend his leisure hours in the study of the works of the old masters and devotes every weekly recess to the exclusive contemplation of the beauties of a model of the Vatican and St. Peter's, at Rome, the haudiwork of a lineal descendant, some have it, of one of the greatest architects of the twelfth century. Now, the chief reason of Mr. Madden's wanting the Capitol model to remain at Aibany is that is altogether, in his opinion, too gorgeous an affair for a republican people to submit to the admiring gaze of a people blasted with the curse of an imperial government. Wouldn't this accursed people naturally roll up the whites of their eyes in holy horror at the extravagance displayed by a single State in our transcendent Union in building a Capitel rivaling in splendor of architectural design (and expense) the palace of a monarch? At least Mr. Madden his this idea about the matter. In this connection I may as well give you

AN IDEA OF WHAT THE MODEL IS and why Albany has good ground for wishing to show it abroad. It is beyond donot one of the finest models of a public building ever constructed in this country. We all know what the general acceptation of of the term "model" is when used in connection with a building nowadays. It refers simply to a so-called fac-simile of the edifice, which gives a general idea of what the building is without being made accurate in measurements. This model of the capital has been constructed on a scale of a quarter of an inch to the foot in its every part-that is, every foot of measurement of every window, door, balustrade, tower, &c., of the Capitol itself is represented in the model by a quarter of an inch scale. Thus, for instance, any particular part of the building that is 100 feet long is 100

quarter inches in length in the model—that is, two feet one inch. It can readily be perceived, therefore, that the model is
NOT A HASTILY CONSTRUCTED TOY HOUSE, built for simple show. It took six men fifteen months to build it, under the direction and supervision of Mr. John Clemishire and Mr. Bryce, the carpenters of the Capitol. It is quite impossible, in a brief article like this, to give anything like a description of it as it now appears in the house specially built for its safe keeping, where it is the attraction of hundreds of visitors daily. It is painted white (the new Capitol is to be of light-colored granice), and at a distance, by the aid of a long sight opera glass, appears to the eye just as the Capitol will appear when completed. It may be that this glass sight delusion has a great deal to do with the number of old people—principally architects from various parts of the State—who call to examine it day after day. They probably feel that they will never live to the day when the Capitol is a fait accompli, and that the "delusion" is too precious a taling under the circumstances to be neglected. I uncerstand that the architects from New York city who have been so urgent to have the model

Go TO VIENNA

are to make another effort this week to get the

have the model

GO TO VIENNA
are to make another effort this week to get the
Senate to reconsider its adverse vote o. a few
weeks ago, and, nudging from present indications,
the members who are airaid of scandanzing "an the members who are airaid of scandanzing "air effete system of government" by letting it go to the Exposition will retire within their demo-cratic sacins and allow their less particu-lar brethren to give the requisite permis-sion. But just here I may avail myself of this model talk of mine to say a word about the Capitol and give you a few figurative dimensions which will enable the general require to understand at the and give you a few figurative dimensions which will enable the general reader to understand at the same time the size of the model and the prospects of its big brother. The real hard work on the Capitol—the immense foundation work—is at an end now, and the beautiful granite walls are already rising above the high enclosure which surrounds the building on all sides. The first story on the southerly side, as far as the outer walls are concerned, is completed, and this alone brings it on a level with the roof of the present Capitol. The assembly and Senate chambers will be in readiness (furmished and all) for the session of 1875—the Winter after next—and by 1876—the entire building will be ready for all the departments and bureaus of the State government which are now scattered about this little village to the after bewilderment of every human being who comes here from far or near on "official business." To accomplish this very desirable result will necessitate a great deal of steady work on the part of the Commissioners; but if they display the same perseverance and energy they have during the past year there need be no lear that our embryo Senators and Assemblymen will have to

be no lear that our embryo Senators and Assemblymen will have to

WASTE THEIR SWEETNESS
on the death-dealing air of the present tumbledown State House. There is not a day in the
week that the work is not supervised by Commissioners Harris and Rice, the President and
Secretary of the Commission. They are
here, there and everywhere, the minutest
details of every branch of the work receiving the
same diligent attention from them as the general
whole, and to them in great part is due the great
progress that has been made in getting the work
done so rapidly, as well as efficiently, as it has been
done during the past year. Now let me give you
some idea of

done during the past year. Now let me give you some idea of THE IMMENSITY OF THE STRUCTURE, and thereby, indirectly, a better conception of the work done on the model by Mr. Clemishire and Mr. Bryce. The number of the windows in the building, including those on the tower, is 442; doors, including those on the balconies, 50; pilasters, with carved capitals, 730; round columns, 280; square banisters for corridors and balcenies, 1,990. The width of the building will be 300 feet when completed, and of the basement 385. The height from floor to ceiling of the basement is 23 feet 6 in first story, 26 feet 4 inches; second story, 27 to inches; third story, 24 feet 11 inches. Ut w 2 is to be 370 feet high and the ventilation of the sare to be 160 feet and the corner pav. Mr. Sect. The art gallery is to be located on the drifts story, and is to be 35 feet 9 inches by 132 feet. The Court of Appeals room 1870 by 77 feet 5 inches; the Governor's room, 36 by 55 feet buches; the Great Courter of New 1870.

ner payr M i feet. The art gallery is to be 10cated on the drist story, and is to be 30 feet 9
inches by 132 feet. The Court of Appeals room is
70 by 77 feet 5 inches; the Governor's room, 36 by
53 feet 5 inches; the Grand Central court, 92 feet
6 inches by 137 feet 9 inches; ventilating courts,
34 by 35 feet, Attorney General's room, 32 feet 8
inches by 34 feet 5 inches, including Adjutant
General's. Secretary of State's rooms, &c.
The Senate Chamber is to be 57 by 70
feet and the Assembly Chamber 20 by 96
feet; the State Library, 283 by 58
feet; Regent's of University's room, 34 feet 3 inches
by 32 feet 8 inches; Law Library, 59 feet 9 inches
by 37 feet 8 inches; Law Library, 59 feet 9 inches
by 37 feet 8 inches; main hall for staircase, 35 by 53
feet, including post offices, cloak rooms, committee
rooms, &c.; gallery floor of the Senate Chamber,
87 by 96 feet; of the Assembly Chamber, 87 by 143
feet 6 inches, including all committee rooms, records, shafts for light, &c.
One of the greatest drawbacks to
THE SPEEDY CONSTRUCTION OF THE BUILDING
in the past has been the niggardly way the Legislature has dealt out its appropriations for it. It is
generally conceded that the plan for the building
at the start was made on altogether too grand a
scale; but after the work had been fairly begun and
the foundation all completed it became the duty
of the Legislature not to delay the work by a polley of economy that had no real basis. It would
have been far better, many people think, if an
estimate had been obtained at first as to what it
would cost to complete the building, and then the
whole appropriation could have been made in a
lump. A man who wants a house built makes his
bargain with a contractor and keeps him to it.
How absurd would ne be it, after employing a man
to build it, he should dole out the money from
week to week and never give a thought to how
much the work would cost him in the ener; Hu in
this Capitol business, as in everything else our
stupid Legislatures of the past years have done,
if dare

THE COMMISSION AND THE COSTS THE COMMISSION AND THE COSTS

It is said that a change is to be made soon in the Commission, the two liberal republicans, Depew and Merritt, being the prospective victims. The following is the Commission as it stands at present:—Hamilton Harriss, William A. Rice, William C. Kingsley, Delos De Wolf, Channery M. Depey.

Edwin A. Merritt. The architect is Thomas Fuller, under whose supervision the building is being constructed. At the same time that the proposed change in the Commission will be considered the Legislature will make the necessary appropriation to carry on the work on the Capitol. The amount will probably be \$1,500,000. The change and the appropriation will be made in the Annual Supply bill.

## ART MATTERS.

The Coming Kensett Sale.

A few evenings ago an interesting resolution was adopted at the "Kensett Memorial" meeting at the residence of H. G. Marquand. The reso lution was to the effect that, whereas Mr. Thomas Kensett, of Baltimore, had consented to present the collection of works by contemporaneo ists owned by the late J. F. Kensett, and valued at \$14,000, to be placed in the Metropolitan Museum of Art, on condition that the sum of \$20,000 be raised to purchase a selection of his brotner's works, the whole to be known as "The Kensett Memorial," a committee be appointed to procure the necessary amount. This resolution was unanimously adopted, and a committee was appointed, consisting of J T. Johnson, chair man, and D. Huntington, R. M. Olyphant, H. G. Marquand, R. L. Stuart, Thomas Hicks, R. Butler, Vincent Colyer, R. Hoe, W. E. Dodge, Jr., M. K. Jesup, G. M. Spier, R. W. Hubbard, Thomas G. Appleton, R. Stuyvesant, J. W. Rhinelander, W. J. Hoppin, E. D. Morgan, Howard Potter, P. Godwin, Rev. Dr. H. W. Bellows, Rev. Dr. Osgood, G. William Curtis, D. L. Suydam, J. H. Sherwood, W-Whittredge and S. A. Strang.

A private view of the many pictures to be included in the Kensett sale was had at the Academy of Design last evening. The collection will be open to the public until the evening of Saturday week, March 22. The exhibition will be open from nine to five and from eight to ten. The sale is to take place at Association Hall every evening during the last week in the present month, under the management of Mr. Robert Somerville. Meanwaile we think the public have hardly appreciated how wonderfully industrious Mr. Kensett was during the last three months of his life, passed at Darien, Conn. Between thirty and forty studies, sketches and pictures left his brush during that incredibly short space of time. They now adorn one of the rooms of the Association Building. The islicowing is a complete list of them:—"Twilight on Contentment Island," "Twilight on Sand Island," "Study of Rocks, Darien," "Sunset Sky," "Sunrise on Long island Sound," as seen from the window of Kensett's bedroom, Darien; "Passing off of the will be open from nine to five and from eight to sett's bedroom, Darien; "Passing Off of the Kensett's study on Long Island Shore, "Twingning the Cedars," as seen from the door of the artist's studio; "Salt meadow in October," "After Sunset" (unfinished), "Twilight After the Shower," "The Old Pine Tree," as seen from the door of the artist's studio; "Newport Rocks and Bay" (unartist's studio; "Newport Rocks and Bay" (un-

"The old Pine Tree," as seen from the door of the artist's studio; "Newport Rocks and Bay" (uninished), "Lake George," painted from memory; "Foggy Sky," "After Sunset at Darien," "Evening at Contentment Island," "Gathering Storm on Long Island Sound," "sunset," "Kensett's Islands," as seen off the studio; "Sunset on the Sea," "Eaton's Neck, L. I.," with the lighthouse not yet introduced; "Octaber on the Marshes," back of Contentment Island; "Sunsise on the Sea," "Sunrise an Long Island Sound," "Sunset in the Woods," "Twinght in the Cedars," "Sunrise on the Sea," "Sunrise an Long Island Sound," "Sunset in the Woods," "Twinght in the Cedars," "We have before us a batch of letters, never published, from distinguished men, all testifying warmly to the late Mr. Kensett's worth as a man and value as an artist. Daniel Huntington (to quote from these letter writers) declares that "as an artist in rank was of the highest." George A. Baker, writing from Kome, avers that his works "have given delight to the hearts of all who have any feeling for the great mother, Nature, in her most serene and lovable moods and aspects." Thomas Hicks bears tribute that "his noble and beautiful spirit is deeply impressed upon the memories of all who knew him." The Rev, Dr. Bellows acknowledges that "his sweetness of disposition, ready sympathy, lively appreciation of the merits of feliew artists, numility in regard to his own works, delicacy of feeling and pridence of speech, made him a universal lavorite among his brother painters." And at the latest meeting of the Century Club the Rev, Dr. Osgood paid, orally, such a tribute to Kensett's genius as very few hving artists could possibly deserve.

The Artists' Fund Seciety.

For the information of those who snatch at every bit of detraction in regard to associations founded state that nothing furtive or surreptitions has ever, to our knowledge, marked the proceedings of the Artists' Fund Society with regard to the money realized by that body from its annual sale of pictures. It has now been in existence twelve pictures. It has now been in existence twelve years and has a fund of \$60,000. Upon the death of any member \$2,500 is paid by the Society to that member's lamily. To enable the Society to do this every member is required each year to contribute a picture, which, according to the valuation placed upon it by a committee appointed for the purpose, is expected to bring \$100 at the saie. If one picture will not do this two or more are accepted from the same artist, the idea being to reach at least the \$100. If the picture or pictures bring less than this amount the loss is the Society's: if more, the surplussing goes to the contributing artist. There is no sort or reticence or concealment in the Society's surplusage goes to the contributing artist. There is no sort or reticence or concealment in the Society's management of this matter. No attempts made on the part of the officers to deny that the facts are as we have stated, and if the public was not aware of those facts it is certainly not because the Artists' Fund endeavored to hide them.

# Francisco Marra.

One of the busiest of studios is that of Francisco Marra, 832 Broadway, a studio where you are apt te lose yourself among photo-miniatures, oil and water colors, crayon sketches, pastels, india lak studies, and those brilliant little elaborations that owe their beauty to the new aniline process, which, we believe, Mr. Marra was the first to apply Every one who has inspected Carleton's windows, under the Flith Avenue, or Carrillo's, above Twelith street, on Broadway, must have observed any quantity of "counteriet presentments" of weil known people, from Clara Morris up to Christine Nilsson, from Lucca to Livingstone. It is generally known that these are very cleverly done, but it is not generally known that Mr. Marra does them and that he was the first to make a practical application, at a by no means expensive rate, of the principle which has brought out results so fine, and soit and brilliant. Apart from these incidentals, however, Mr. Marra's studio is attractive by reason of the large quantity of Pompelism photographs that are to be seen there. They were sent to alm direct from Naples, and no duplicates exist in this city. To readers of Buiwer's celebrated romance, and to all who are fond of ferreting among the love and lava of those antique volcanic days, this series of photographs will prove peculiarly interesting. They are altogether unique, finely executed, considered as productions of art, and valuable because they give a compendious and picturesque view of a locality and a time which will always be remembered among the most interesting in history. Every one who has inspected Carleton's windows,

medallion portrait of the future Queen of Italy; medallion family portrait; and "Conciliation," a portrait of Victor Emmanuel and the Pope, in plaster

Photographs for Vienna. The 108 photographs exhibited on Tuesday even ing by Mr. William Kurtz, the photographer, at the rooms of the Palette Club, 126 Second avenue, have been packed for transportation, and will leave this port for Vienna to-morrow. They embrace speci-mens of every size, and form a very valuable and attractive exponent of photographic art.

The twenty-ninth reception of the Brooklyn Art Association will be held in the New Art Building and Academy of Music, Brocklyn, next Monday night, at eight o'clock. These receptions have persistently increased in interest until now they are looked forwars to with something of that ex-citement which enters into the idea of sensation.

## NEW YORK CITY.

A fire occurred last night on the third floor of the tenement house 447 West Nineteenth street. Damage, \$50.

street and Eleventh avenue was broken open and rebbed yesterday morning. John Harris, of 102 Madison street, was severely

injured yesterday through falling on a meat hook at 204 Vesey street. He was sent to the Park Hos-A fire broke out last night in the four-story brick

building 866 Sixth avenue, occupied by Albert Brandt as a grocery store. The damage was only Frederica Hopper, a cook in Schropps' restauday by her ciothing taking fire. She was sent to Believine Hospital by the police of the Thirteenth precinct. rant, 660 Grand street, was severely burned vester-

The next lecture in the free course of scientific lectures for the people at the Cooper Union will take place in the great hall on Saturday, March 15, at eight P. M. Subject—"The Seven Senses." Lecturer, Dr. R. W. Raymond.

The body of Eli Peru, a Frenchman, was found in his room at 404 East Eighth street, yesterday, with his throat cut. It is supposed he committed su-cide in a fit of despendency at being out of employ-ment. The Coroner has been notified.

Coroner Kessier was yesterday notified to hold an inquest at the Morone, on the body of Richard Ward, a youth of nineteen years, whose death was the result of a fractured leg received on board the tugboat American Eagle, by the breaking of a haw-ser. The accident happened on the 23d ultimo.

Bernard McCarty, a man sixty-seven years of age and born in Ireland, was almost instantly killed yesterday afternoon at 321 keade street, by a bale of goods falling on his head from the hoist-ing apparetus. Deceased lived at 48 kyerson street, Brooklyn. Coroner Herrman was notified.

Rumors were current vesterday that Dr. Hammond and other medical experts had been appointed a commission to inquire into the sanity of

At half-past nine o'clock last night a fire broke out in the attic of the three story brick building, 220 Sullivan street, that caused a damage of \$2,000. The house is the property of J. Cooke, of 83 Harrow street, and the Several floors were occupied as dwellings. The damage to the building is estimated at \$1,000. Mrs. Jackson, who lived on the first floor, suffers a loss of \$500. Insured.

On Thursday night Patrick Foley, thirty-two years of age, who lived in Fordham, was arrested by Officer Regan, of the Eleventh precinct, on a charge of intexication. Yesterday morning, on removing him from his cell to go to Court, Foley fell in the street, he being sick, and was taken back to the station house. Dr. Nacay, who was called, ordered the patient to be taken to Believue Hospitas, but before the ambulance arrived death ensued. The body was sent to the Morgue and Coroner Kessler notified.

The Convention of Irish Societies met at Hibernia Hall last night to make final arrangements for the celebration on the 17th inst. The order of procession not being completed, the committee reported progress. A vote of thanks to the Herald lor publishing the line of march was passed. Some little discussion was indulged in regarding invited guests, but nothing decisive in regard to their accommodation was done. It is understood that those invited are to be provided with carriages at the expense of the Convention.

Yesterday Thomas Fleasonton, residing at No. 28 Thompson street, appeared before Justice Hogan and entered a complaint of felonious assault man, and Thursday night waite driving through the Bowery was hailed by Davenport, who re-quested him to drive him to the Libby Hotel in Warren street. Pleasonton did so, and on dewith a drawn pistol. The latter pointed his weapon at the driver and with a volley of eaths told him he would give him that for his fare. An officer of the Twenty-seventh precinct coming up, arrested Davenport, who was held by Justice Hogan for examination.

An interesting lecture on the officestication of Ali Human Knowledge" was given last evening before the Polytechnic branch of the American Institute, in hail 24, Cooper Union, by Professor P. H. Vanderweyde. All human knowledge he divided into two great branches, viz., sciences and arts. These he subdivided into their various subordinate parts in a most precise and concise manner. schedules containing the first five specific classifications were distributed among the audience for study and comment, and were apparently appreciated as a standard epitome of everything worth knowing. The whole lecture consisted in an explanation of these printed classifications, which showed, to say the least, the laborious study and care which the Professor must have expended in this arrangement. Vanderweyde. All human knowledge he divided

# THE CITY FINANCES.

The Comptroller Responds to the Senate-The Costs of All Mandamus Procoedings Less than Fifty Dollars Since He Came Into Office-The Comptroller's Legal Powers Discussed. The Comptroller has sent the following letter to

whe are found of ferreing among the love and lay of those antique volcanic days, this series of photographs will prove peculiarly interesting. Incy are attogether unique, finely executed, considered agive a compendious and picturesque view of a locality and a time which will always be remembered among the most interesting in history.

Miss Cooper's "Angel of Peace,"

About two weeks ago we aluded to an oil painting, entitled "The Angel of Peace," executed by Miss Cooper, and visible at the residence of Mrs. Roome, ris West Eleventh street, in this city, Miss Cooper, is young, ambitious, industrious, talented, modest and ingenuous. She has struggled hard, long and courageously to attain her present level; has, with singular alunegation, rejected all those trivial venalities by which notoriety is teo often purchased, and has endeavored to be content with progress, slow but sure. "The Angel of Peace" is the example of the exa

## NAVAL.

Rumors of Changes and Promotions-How the New Retired Officers' Bill Will Operate-The "Ins" and the "Outs"-Proposed Trip of the Juniata Across the Atlantic to Survey for a New Cable Route.

WASHINGTON, March 12, 1873. Your correspondent has been among the naval officers here lately, and wishes to say the passage of the clause attached to the Naval Appropriation bill placing all retired officers of the navy off duty has-though it brought with it a salve to wounde feelings, in the shape of seventy-five per cent of pay-kicked up an excitement among the navy officers, and they officially die hard, while the navy of the active list are jubilant over the places which they can now get, formerly pretty much only divided among the heavy stay-at-home sea-dogs of the navy.

Rear Admiral Wilkes cannot, under this law complete his surveys, which, by the by, were made from 1836 to 1839 unless it be con amore. Rear Admiral Selfridge will have to vacate the California navy to give place to an officer from the

active list. Rear Admiral M. Smith must vacate the place as Governor of the Naval Asylum at Philadeiphia.

Rear Admiral T. Bailey leaves the Lighthouse Board. Rear Admiral C. S. Boggs vacates his position as Secretary of the Lighthouse Board. Rear Admiral H. Waike also leaves the Lighthouse

Rear Admiral J. Alden will have to come home from the command of the European squadron, and rumor assigns his command to Rear Admiral A. L. Case, who, it is stated, will go out in the United States steamer Alaska, now fitting out at the Navy Vard New York

Captain S. Carter is reported as detailed to command her or to relieve Captain Temple, now com-manding the flagship Wabash, of the Mediterranean

Rear Admiral J. F. Green will be relieved from the command of the North Atlantic squadron, and Rear Admiral John L. Worden or G. H. Scott ex-

pect orders in his place. The knowing ones here say the latter officer will be the one. According to list of retirements, Rear Admiral W. R. Taylor, B. F. Sands, Charles Studman and George F. Emmons will retire from the active w. R. hydr. B. P. Sands, Claires Sciulman and George F. Emmons will retire from the active list on April 1. If this be so, Commodores Almy, Strong, Pairott and Reynolds will be promoted to the grade of rear admirals, and Captains Spotts, Nicholson, Corbin and Thompson will be promoted to commodores, and Commanders Davis, Semmes, Mixton and Young will be made captains. This will involve sending a rear admiral to relieve Rear Admiral Taylor from the command of the South Atlantic squadron, also a rear admiral to relieve Rear Admiral Studman, now commanding the Rear Admiral Studman, now commanding the commodores just about to be promoted to rear admirals would like to air their flags abroad, and Dame Rumor has it that Rear Admiral (soon to be) strong will relieve Rear Admiral Taylor and Rear Admiral Parrott will relieve Rear Admiral Studman.

Admirat Partot with the man.

Again, the orders of these officers will make places for commodores, and Commodore Trenchard is spoken of as the relier of Rear Admirat Strong, also Commodore Nicholis to relieve Rear Admirat Parrott.

The officer who will take the Bureau of Ordnance is being canvassed in naval circles. Rear Admirat Worden and Commodores Howell and Mullany are all spoken of.

is being canvassed in naval circles. Rear Admiral Worden and Commodores Howell and Muliany are all spoken of.

Rear Admiral John Rodgers, it is said, will vacate his piace on the Naval Examination Board and take Rear Admiral Sands' piace at the Naval Observatory, while others will be ordered to fill the places upon the same Board vacated by Trenchard and Woolsey.

Master C. V. Morris, one of the life-invested relifed officers, will vacate his position at the Navy Yard here; and it is surely well, for this is one of the positions that heretolore, as Lord Dandreary says, "no man could tell" when it would be vacant. Elessed Retired law, say the active list officers, who have hoped against hope for this place.

Surgeon W. Johnson vacates the Naval Hospital at Philadelphia.

Surgeon Thomas L. Smith leaves his special duty at Washington.

Surgeon L. B. Hunter goes from the Naval Asylmm, Philadelphia.

Medical Director W. M. Wood, Inspector General just think of the idea of a general in the navy!) must leave his nice billet and retire to a private life.

Medical Director C. D. Maxwell vacates his special duty at this place.

Paymaster H. Bridge, more frequently styled

Medical Director C. D. Maxwell vacaces and appear of the paymaster H. Bridge, more frequently styled Paymaster General Bridge (here we have another naval general), must retire upon retired pay.

Pay Directors Pettit and Boggs, too long with soft places, leave their arduous duties to more active-minded of the active paymasters' list, and so it goes.

active-minded of the active paymasters' list, and so it goes.
Chaplain M. Noble vacates his Navy Yard billet here and another will take his place.
Naval Constructors Leathal and Delano go where the woodbine twineth. The latter has been so long at the New York Navy Yard that report has it he fancies he owns the yard, and it is not surprising, from the way the retired officers held fast to places. A few boatswains and carpenters must vacate the places they hold, and the navy out of all this will start with fresh energy. I think had Congress done nothing else for the navy this session but pass the Rethied bill they could have said they had done well, and they stand prepared to

receive the thanks of the people.

The United States steamers Alaska and Monongahela are, rumor says, assigned to the Mediterranean squadron to take the places of the Plymouth, now on her way home, and the Brookly, said about to bring home Rear Admiral J. Alden. The Shenardoan, of the same squadron, comes home this Summer. This is reinforcing the European squadron with a vengeance. As the Herallo suggests the rapid increase of the European squadron, we here find that instead of an increase this squadron will be decreased by one vessel. suggests the rapid increase of the European squairon, we here find that instead of an increase this squadron will be decreased by one vessel.

It is stated here that the Juniata is being fitted to run a line of soundings across the Atlantic in the interest of some company who desire to lay a cable across. When this duty is done—and it is an excellent way to employ the naval vessels—why should not this vessel remain to increase the Mediterranean squadron, now surely needing an increase, in view of the various change of governments taking place in Europe, as the Herald very properly said some days ago? If the Mediterranean squadron is now increased, when the services of the vessels are no longer needed they can easily be ordered elsewhere.

Commander Breeze, it is said, will be ordered to the Naval Academy in place of Captain Carter, and Captain William N. Jeffers is detailed to relieve Commander Matthews, at the Newport torpedo station. This last is somewhat of a surprise, for Captain Jeffers is a most accomplished naval officer, and has made naval ordnance a special part of his profession. His friends have been looking forward to his being selected as Chief of the Bureau of Ordnance here, in place of Rear Admiral Case, who goes to command the Mediterranean squadron.

Captain Simpson is reported as about to be ordered to relieve Captain Jeffers from the command of the United States ship Constitution.

Commander Matthews, it is said, goes to the Pacific, to assume command of a United States steamer fitting out at the Calliornia Navy Yard.

### BROOKLYN SANITARY AFFAIRS. The Grain Nuisance-Burial of Smallpor Patients.

At a meeting of the Common Council Committee on Health, held last evening, the grain nuisance at Woodruff & Robinsen's storehouse ruins and the burlai of smallpox patients were discussed at length. With regard to the smouldering grain, the odor of which has been permeating the atmosphere of South Brookiyn ever since the fire, which occurred in the month of November, Health Officer Otterson informed the committee that the offensive material is being removed now as rapidly as possible, and within the next two weeks the last of the vile stuff will have disappeared. The burned grain is towed up the Sound in barges, by steam tugs, to New Haven, where it is soid to farmers for the fertilization of the arid lands of Connecticut. Dr. Ottersen called particular attention to the indiscriminate system of burying smallpox victims in the same place with those who have died of other diseases. The disease was disseminated to a great extent by people who have been sursing smallpox patients coming in contact with well persons. It had also been demonstrated that the obnoxious malady was frequently communicated through the coaches used at lunerals. He urged that the Common Council drait and pass an ordinance requiring that certain undertakers be licensed to attend to the removal of the smallpox dead, and the hearse used and the coaches occupied by the nurses attending the funeral shall be used soiely for said purposes. A sub-commutate was appointed to prepare an ordinance embodying the views of the Health Officer upon this subject for the action of the Board of Aldermen. rapidly as possible, and within the next two weeks

# THE SALT WATER COMMITTEE.

A meeting of the above committee was held yesterday, when additional evidence was taken as to the water supply from Poughkeepsie. The Mayor of Poughkeepsie was present, and stated that the water supply from the Hudson to this city could be completed in two months, and urged the adoption

completed in 'wo months, and urged the adoption of this plan.

The evidence of the City Engineers was not given, in consequence of the absence of these officials. The complete adjourn d until Tresday next, at devou octors.